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EAST COAST RAILWAY

Office of the C.O.M
Rail Sadan: Chandrasekharpur
Bhubaneswar-17

No. ECoR/Optg/SC/88/C.Slip/G&SR/No.1

Dated: 30.09.2014

To

The DRMs/KUR, SBP & WAT

Sub: Amendments to G&SR published in 2012 & 2010 by E.Co.Rly.

Addendum/Corrigendum No.1 to G&SR (2012) and No. 6 to G&SR (2010) by East Coast Railway is issued with three numbers of corrections with approval of competent authority. You are requested to arrange for further circulation among all concerned departments in the division to incorporate these corrections in G&SR manual.

This correction slip is hereby circulated in A4 size format and also in G&SR paper size format for convenience to fix it directly in the concerned page of G&SR book. While circulating, it should be ensure that it is issued through colour xerox to show W/L board in yellow colour. This should not be issued in black & white.

Kindly acknowledge.

DA: 2 pages


CPTM
For Chief Operations Manager

Copy to:

1. Secy. to GM for kind information of GM
2. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow,
3. Commissioner of Railway Safety, SE. Circle, Kolkata,
4. OSD to MT/Railway Board/NDLS for information of MT,
5. ED(T), Annex:II, 4th floor, RDSO, Lucknow-226 001,
6. Adviser(Safety), Railway Board, New Delhi,
7. Director/Safety-I & II, Railway Board, New Delhi.
8. COMs – All Indian Railways
9. Principal, Railway Staff College, Vadodara,
10. Principal, ZRTI/Sini, S.E. Railway,
11. Principal, Multi Disciplinary Training Centre, Marripalem, Visakhapatnam.
12. COM, SDGM, PCE, CME, CSTE, CEE, CSO, CCM, CMD, CSC, COS, CAO(C), CPM(RE)/ECoR/BBS for further circulation among their departments in HQ
13. CTPM, CFTM, Dy.COM (FOIS), Dy.COM(Fr), Dy.COM(P&P), Dy.COM(Chg), STM(Safety), STM(Pig), STM/EA to COM, STM(Chg), ATM(Ft)/ECoR/BBS.
14. Sr.DOM/KUR, WAT and SBP for further circulation to stations.

Addendum & Corrigendum No.1 to G&SR (2012) and No. 6 to G & SR(2010)
published by E.Co.Railway

Correction No. 1

(a) Add the following as (g) of sl no. 9 of SR 4.50.01 :

(g) From Repeater Whistle Board (R W/L) up to level crossing

(b) Revise (a) of sl no. 17 of SR 4.50.01 as under:

(17) (a) from whistle (W/L) board to Repeater whistle (R W/L) board

(c) Replace the existing SR 4.50.02 with following:

SR 4.50.02 - WHISTLE BOARDS

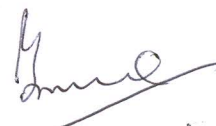
(a) Whistle boards are provided with a view to prewarn the Loco Pilot about an approaching level crossing and for sounding the whistle/horn (vide serial no. 9 and 17 under SR 4.50.01) to warn the staff who may be working on the line, as well as the gateman and road users at level crossings about the approaching train.

The loco pilot shall sound the whistle/horn intermittently up to the site of work from 'W' board. At level crossings, an intermittent whistle from W/L Board to R W/L Board and continuous whistle from R W/L Board up to level crossing shall be sounded.

(b) Types of whistle boards –

There are three types of whistle boards. The board shall consists of a 0.60 m. square board painted in yellow with appropriate letters in black and fixed on a post painted with 0.3 m. high bands of white and black keeping the underside of the board at a height of 2.0 m above rail level. The whistle boards should be bilingual as mentioned in Annexure – 9/15 of IRPWM and erected along the track. The board shall not be illuminated at night.

- i) Whistle board as per fig (A) with the letter 'W' of size 0.3 m high shall be provided on approaches of curves and cuttings at a point from where visibility of the line ahead is limited to 800 m or less on BG.
- ii) Whistle boards as per fig (B) with the letters (W/L) of 0.2 m high shall be provided on the approaches of all unmanned and manned level crossings at a distance of 600 metres on either side of the level crossing.


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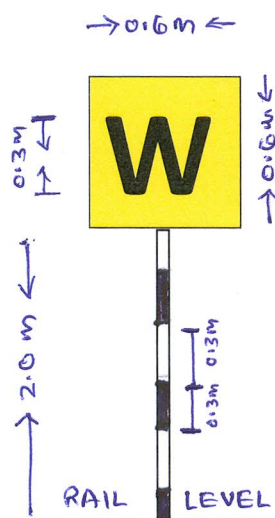


FIG-A

Whistle Board at
Curves and cuttings

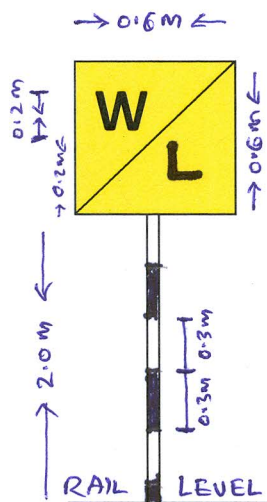


FIG-B

Whistle Board at
Level crossings

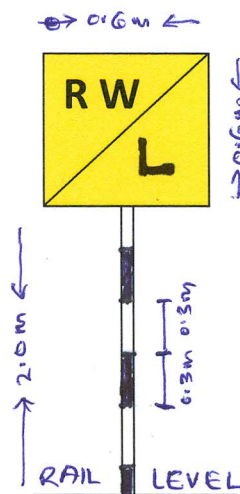


FIG-C

Repeater Whistle Board
at level crossings

- iii) Repeater Whistle Boards as per fig (C) with the letters "R W/L" shall be provided on the approaches of all level crossings at a distance of 250 mtrs. on either side followed by W/L boards.

NOTE : If W/L board of one LC is located near the R W/L board or within the continuous whistling zone of another LC (i.e., within 250 mtrs of LC), then the whistling code of R W/L board should be followed.

COM/ECOR

Correction Slip No.1(G&SR-2012) & 6(G&SR-2010)